

# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY  
July 8, 1977

DOT R-21-77  
Tel: 202-426-4321

The U.S. Department of Transportation, responding to a formal request from the Commissioners of Pike County, Indiana, that the county be moved from the central to the eastern time zone, will hold a public hearing on August 24, 1977, to hear arguments on the proposal.

Interested persons are urged to attend the four-hour hearing which will begin at 6 p.m. in the Pike County Court House in Petersburg. Robert Ross of the Secretary's Office of General Counsel will preside at the hearing.

In order to allow as many persons as possible to participate, speakers will be limited to six minutes to present their views. Persons wishing to speak must sign up at the hearing. Requests to speak will not be accepted prior to the hearing.

Written comments on the proposal will be accepted until September 9, 1977. Interested persons should submit their comments to:

Docket Clerk  
OST Docket No. 6  
Office of the General Counsel  
Department of Transportation  
Washington, D.C. 20590  
Tel: (202) 426-4723

If the decision is made to change the time zone for Pike County, it will go into effect at 2 a.m. Sunday, October 30, 1977.

# U. S. Department of Transportation news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY  
July 8, 1977

DOT 73-77  
Tel. 202-426-9550

## CONFERENCE ON AUTO SAFETY OPENS MONDAY IN CAMBRIDGE

More than 250 engineers, researchers and safety experts from the United States and six other countries will focus on motor vehicle goals beyond 1980 at the Fifth International Congress on Automotive Safety in Cambridge, Mass., July 11-13.

The three-day conference at the Hyatt Regency Hotel is sponsored by the U.S. Department of Transportation's National Motor Vehicle Safety Advisory Council.

The 30-member Council, created by the National Traffic and Motor Vehicle Safety Act of 1966, consults with the secretary of transportation in the development of federal motor vehicle safety standards administered by the National Highway Traffic Safety Administration (NHTSA).

The timeliness of the conference is underscored in view of proposals by President Carter and the U.S. Congress to conserve energy through various means.

Joel K. Gustafson, a Council member who is general chairman of the Congress, said one of the purposes of the conference is to explore ways to move toward fuel economy objectives without compromising safety and emission standards.

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Joan Claybrook, head of the NHTSA, leads a list of dignitaries who will address the conference. Ms. Claybrook will deliver the keynote speech, which will deal with recent regulatory actions, at the July 11 luncheon.

A highlight of the first-day luncheon will be the presentation of the Excalibur Award for 1977 for outstanding contributions in the field of automotive safety.

Others who will address the Congress are Sen. Mike Gravel (D-Alaska), vice chairman of the National Transportation Policy Study Commission and member of the Committee on Environment and Public Works, who will speak at a July 12 luncheon, and Congressman Bob Eckhardt (D-Tex.), chairman of the Subcommittee on Consumer Protection and Finance, who is scheduled to speak at a morning session on July 11.

Some 35 technical papers will be presented at the Congress dealing with future automotive problems such as manufacture, repair and parts replacement, resistance to damage, first cost, operating expenses, other economic factors, and user needs and acceptance.

Highlight of the conference's closing session July 13 will be a panel discussion involving nine safety specialists who will examine the relationship between regulatory processes and achievement of goals in the post-1980 period.

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# U. S. Department of Transportation

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Office of Public Affairs

Washington, D.C. 20590

DOT COAL TASK FORCE  
TO TOUR EASTERN COAL STATES

FOR RELEASE MONDAY  
July 11, 1977  
DOT 74-77

Secretary of Transportation Brock Adams and his Coal Transportation Task Force will get a first hand look at coal mining and transportation in several mid-east States next week in the first of a series of field studies.

In announcing the three-day trip which begins Monday, July 18, Secretary Adams pointed out that President Carter's national energy plan calls for a major increase in the nation's reliance on coal as a source of energy. He said, "Increased movement of coal raises significant transportation policy and program questions." Secretary Adams will advise the President and Congress on steps needed to "ensure that adequate transportation capacity will be in place to move the coal when needed."

The Secretary appointed top level Department of Transportation officials to the task force to identify specific problems that should receive priority attention. On its first field trip, the task force will visit surface and deep mines and railroad and barge facilities in Pennsylvania, Ohio, West Virginia, Kentucky, and Tennessee.

Secretary Adams will join the task force in Hazard, Kentucky, for a dinner sponsored by Gov. Julian Carroll for the Governors, Senators, Congressmen, and local transportation officials of the states and areas included in the field study. He will also inspect the mining and transportation facilities in Kentucky.

The members of the task force include: Chester C. Davenport, Assistant Secretary for Policy, Plans and International Affairs; Terrence L. Bracy, Assistant Secretary for Congressional and Intergovernmental Affairs; Martin Convisser, Acting Assistant Secretary for Environment, Safety and Consumer Affairs; ADM Owen Siler, Commandant of the U.S. Coast Guard; William M. Cox, Federal Highway Administrator; John Sullivan, Federal Railroad Administrator; and Woodruff Price, Special Assistant to the Secretary.

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(Any news media representatives interested in going along on the trip should contact: Frances Lewine, DOT Assistant Director of Public Affairs, at 202-426-4532.)

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# U. S. Department of Transportation

# news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE MONDAY  
July 11, 1977

DOT 75-77  
Tel: 202-426-4321

Representatives of the United States and Great Britain will sign the recently negotiated new air service agreement on July 23rd in Bermuda, Secretary of Transportation Brock Adams said today.

Secretary Adams and Ambassador Alan Boyd will sign the treaty for the United States at a ceremony scheduled for 4 p.m. at the Southhampton Princess Hotel.

Legal and technical experts of both nations will meet in Washington on July 12 through July 15 to formulate final language of the agreement, which was initialed by representatives of both nations in London on June 22nd.

Delegations from both countries will meet in Bermuda on July 18 to resolve any questions arising from the legal and technical drafting of the treaty.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE THURSDAY  
July 14, 1977

DOT 77-77  
202-426-4321

Rural America, which depends almost entirely on the private auto for mobility, lacks adequate public transportation for those persons without autos, a Department of Transportation report says.

More than 80 percent of rural households own at least one car but some rural residents cannot take advantage of the car's mobility because of age, low income or physical handicaps.

Air and water transportation is generally unavailable to rural communities, the report says, and where taxi systems exist, they are expensive. Railroads and buses primarily connect major urban centers and do not adequately serve most rural areas.

DOT has published a 70-page introductory booklet, entitled "Rural Passenger Transportation Primer," which contains a brief overview and a summary of previously-released reports and articles on rural transportation. It complements "Rural Passenger Transportation," a more-detailed DOT report issued in 1976 that concentrates on the issues associated with improving rural mobility and focuses on several small rural passenger transportation systems.

Both publications are part of a series issued under DOT's technology sharing program.

DOT says the insufficient transportation service results in rural residents' needs being partially or completely unmet. Transportation is needed to get to more populated areas where human services, such as medical care, food stamp programs, family counseling, and jobs are located.

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According to the DOT report, the transportation needs of rural residents without access to automobiles have received increasing attention in the past decade, especially during the last three years, from all levels of government, social service agencies, special interest groups and others.

The publication's overview outlines some of the major rural transportation activities at the local, state and national level. The states used as examples are Oregon, West Virginia, California and Pennsylvania. At the federal level, DOT has approved grants for more than 100 rural transportation projects in 48 states and established the Office of Rural Transportation Policy.

DOT's primer on rural transportation summarizes four major reports in sufficient detail to give a familiarity with their scope and content. The reports are "A Study of the Transportation Problems of the Rural Poor" (published in 1972), "Guide for Transportation Providers" (1974), "Rural Transportation in Pennsylvania--Problems and Prospects" (1974), and "Transportation Planning: The Urban and Rural Interface and Transit Needs of the Rural Elderly" (1974).

The booklet also has an annotated bibliography containing abstracts of more than 100 reports arranged under headings of needs, planning and management, existing transportation programs and general information.

The report was developed by DOT's Transportation Systems Center and sponsored by the Office of Research and Development Policy in the Office of the Secretary of Transportation.

Single copies of the report are available from R.V. Giangrande, Technology Sharing Program Office, Transportation Systems Center, Kendall Square (Code TSC-15), Cambridge, Mass. 02142. Phone: (617) 494-2486.

For more information: Howard Coan

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# U. S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE FRIDAY  
July 15, 1977

DOT 76-77  
Phone: (202) 426-4321

The soundproofing of schools and hospitals located near airports to reduce interior noise levels is both feasible and practical, according to a report sent to Congress by Secretary of Transportation Brock Adams.

In a letter transmitting the report, Secretary Adams said, "The Department of Transportation will be considering what further actions may be appropriate to promote this type of noise alleviation."

The report on the feasibility, practicability and cost of such a program is a requirement of the 1976 amendments to the Airport and Airways Development Act.

A survey of the impact of aircraft noise on 60 schools and hospitals located near six major U.S. airports in areas where aircraft noise causes annoyance or disturbance found that interior noise levels can be reduced from 10 to 20 decibels by building modifications ranging from installation of sealed double glazed windows, weather stripping and insulation to the replacement of existing windows with wall materials.

By extrapolation of the six airport survey the report estimates that on a nationwide basis it is feasible to soundproof some 1,100 schools and 90 hospitals now heavily impacted by aircraft noise at a cost of \$204 million -- \$148 million for schools and \$56 million for hospitals.

The result of such action, the report estimates, would be to reduce in heavy aircraft noise areas the number of students exposed to a noise level of 55 decibels (ambient A-weighted) from 84 percent to less than 10 percent and the number of hospital patients exposed to a noise level of 50 decibels (ambient A-weighted) from 97.5 percent to 21 percent.



The six airports at which on-site investigations were conducted are Los Angeles, Phoenix, Miami, Boston, Atlanta and Denver.

The report, The Feasibility, Practicability and Cost of the Sound-proofing of Schools, Hospitals and Public Health Facilities Located Near Airports, is being printed for public distribution and is expected to be available in approximately three weeks from:

Office of Public Affairs  
Federal Aviation Administration  
Washington, D.C. 20590  
Telephone: 202-426-8521

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# U.S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE FRIDAY  
July 15, 1977

DOT 78-77  
Tel. 202-426-0881

## Adams Authorizes Concrete Ties for Northeast Rail Corridor

Transportation Secretary Brock Adams has made the first in a series of crucial decisions designed to insure that the \$1.75 billion Northeast Corridor rail improvement project ordered by Congress is completed on time.

Adams approved the use of concrete ties along the corridor between Boston and New York City.

He said he expects to make a decision shortly on what system of electrification will be used to power the engines pulling trains along the corridor. He also ordered further study of the question of where to locate a new multi-million dollar heavy maintenance facility for AMTRAK, which operates the passenger trains.

Finally, Adams stated that no work will be done on railroad stations along the route other than what has already been scheduled unless the eight states involved come up with dollar-for-dollar matching funds. So far, only Massachusetts, has put up its share.

The concrete ties will be installed in separate 200-mile sections between New York City and Boston, and New York and Washington.

New wood ties will be placed along the remainder of the system which has a total of 1,075 miles of track.

The new ties will be installed as part of the \$1.75 billion program authorized by Congress in 1976, ordering improvement of passenger train service between Boston and Washington by February 1981.

Congress ordered a substantial reduction in the travel time between Boston and New York to 3 hours, 40 minutes, and to 2 hours, 40 minutes between Washington and New York.

"Congress has ordered and I have personally committed this Department to meeting the trip time goals set in the 4R Act for the money provided," Adams said.

"The concrete ties will enable us to provide a faster, safer and more comfortable ride," he continued. "Proper electrification will help us meet these same needs and will make it possible to power the railroad with fuels other than oil."

"Additionally, proper location of the heavy maintenance facility will enable Amtrak to keep its equipment in the best possible condition at the lowest cost," Adams added.

The Secretary stated that at this time the project is on schedule and that he would see to it that crucial decisions are made on time so that construction is not delayed.

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# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE FRIDAY 10 A.M.  
July 15, 1977

DOT 79-77  
Phone: 202-426-4321

Testifying for the Administration, Secretary of Transportation Brock Adams today urged speedy consideration and enactment of proposed legislation to require nationwide uniform, minimum standards for no-fault automobile insurance.

Pointing out to the members of the Senate Committee on Science, Commerce and Transportation that in 1975 over 46,000 Americans were killed on the highways and almost 5 million were injured, the Secretary said, "Accident victims deserve an insurance system that is certain, comprehensive, timely and fair."

"The current system," he said, "does not meet these requirements. It also clogs the courts with unnecessary litigation. We must reform this system to serve the needs of accident victims and consumers. We must correct the inequities in the tort system."

Sixteen states to date have established no-fault plans which differ greatly in benefit levels and other important characteristics, Secretary Adams said.

"Many retain more of the characteristics of the insured tort liability system than they do of no-fault," the Secretary said. "Some emphasize price and cost objectives, while others emphasize greater benefits. All in all, most state no-fault plans have been quite modest both in terms of benefit levels and degree of restriction on tort liability."

"Only the Michigan plan comes close to being the kind of system envisioned in the recommendations that have been worked out through the years," he said.

However, Secretary Adams said his Department's review of the experience of the 16 states having no-fault plans led to the conclusion that "with respect to benefits, no fault does accomplish in practice what it was designed to do in principle.

"No fault," the Secretary said, "is compensating more victims, more completely, more quickly and more equitably for their economic losses than did the tort liability system, and with less reliance on the courts and legal system."

Secretary Adams specifically endorsed Senate bill 1381, to be known as the "Standards for No-Fault Motor Vehicle Accident Benefit Act." Its enactment will establish minimum standards for state no-fault insurance plans for the compensation of motor vehicle accident victims. Accident victims, regardless of fault, will be entitled to benefits to compensate for their out-of-pocket losses.

Under the proposed standards, accident victims will be entitled to at least \$100,000 for medical and rehabilitation expenses, \$12,000 of work loss benefits, replacement services loss benefits of \$20 a day for at least a year and at least \$1,000 in death benefits. States will be able to establish benefit levels higher than the minimum.

In support of federal no-fault standards, Secretary Adams cited a 1971 DOT study, which found the following shortcomings in the existing tort liability system:

1. Only 44 cents of each premium dollar was returned to the consumer in the form of benefits. In litigated auto accident cases, the costs of lawyers and litigation expenses approximated the net benefits to the victims.
2. Forty-five percent of those seriously injured received no benefits from the tort liability system. Only about one-third of all accident victims received benefits under the tort system.
3. The existing system overcompensated the small accident victim and did not adequately compensate or did not compensate at all the major accident victim.
4. Of those who did receive some benefits and were seriously injured, the average time for settlement was 16 months -- in many cases an imposition of medical hardship because the lack of settlement meant that necessary rehabilitation could not be started.
5. Auto accident litigation consumed 17 percent of the court system's resources.
6. Evidence from the 1971 and later studies prove that the tort system does not provide an accident deterrent.



Secretary Adams termed Senate bill 1381 an "exceptionally well drawn and sound piece of legislation." But, he said, "I would hope and expect that most states, and ultimately all states, would choose to adopt a much stronger no-fault plan than the standards require, especially with respect to the first-party benefit coverages."

"I would also hope," he said, "that some states would begin to experiment with different ways of dealing with the matter of compensating victims for intangible losses rather than continuing to rely on the adversary adjudicatory approach which characterizes the insured liability system."

In concluding his testimony, Secretary Adams said, "A reparation system cannot be fair either to the great mass of premium payers or to individual victims of accidents unless it is efficient in doing what public policy has long decreed that it should do -- get as much of the premium dollar as possible to victims who truly need help."

"Today, for the most part, neither premium payers nor victims are being given the opportunity to participate in an accident reparations system that comes reasonably close to meeting these simple criteria."

"Senate bill 1381 does offer that opportunity," Secretary Adams said.

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For further information:  
William W. Bishop



# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE MONDAY  
July 18, 1977

DOT 80-77  
Tel: 202-426-4321

The U.S. Department of Transportation issued a report today urging state transportation and recreation officials to work together to make better public use of abandoned railroad rights-of-way.

In the report to Congress, DOT opposed at this time any federal program to set aside abandoned trackage for future railroad use.

These abandoned rights-of-way provide a unique public use opportunity since many of them are in areas of otherwise limited open space, the report said. Generally, the land reuse opportunities for these abandonments are for open space, recreation, transportation or utilities.

More than 70,000 miles of railroad rights-of-way have been abandoned in the United States since 1920 and more than 15,000 since 1970. Another 6,000 miles are being considered for abandonment by the Interstate Commerce Commission.

In addition, the American Association of Railroads has forecast that the 200,000 miles of the existing railroad line mileage will be reduced by a further 20 percent during the next decade.

The report, entitled "Availability and Use of Abandoned Railroad Rights-of-Way," was required under Section 809(a) of the Railroad Revitalization and Regulatory Reform Act of 1976.

A summary report details the conclusions and recommendations of the study. Much of the data upon which it is based was developed by Harbridge House, Inc., of Boston, Mass., under contract to the Department.

Single copies of the summary report may be obtained from the Office of Environmental Affairs (TES-70), U.S. Department of Transportation, Washington, D.C. 20590. Telephone (202) 426-4414.

The several volumes of the full report provide additional information and are available as follows:

- more -



# U.S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE AT 6:30 p.m. EDT  
Tuesday, July 19, 1977

DOT 81-77

Hazard, Kentucky -- Secretary of Transportation Brock Adams visited coal mining areas today and announced that he intends to see that the nation has sufficient coal-transportation capacity to meet new energy needs.

"We do not intend to be found wanting in performance or lacking in capacity to transport increased quantities of coal from the mines," Adams said.

In a speech prepared for a dinner attended by governors, senators, congressmen and officials from four nearby coal-producing states, the Secretary said the Department of Transportation is committed to "ensuring that adequate transportation capacity will exist to move the coal safely and efficiently when it is needed."

Secretary Adams came here along with a department coal transportation task force that has been on a three-day field trip to look at coal mining and transportation facilities in Kentucky, West Virginia, Western Pennsylvania and Southern Ohio.

"The expanded use of coal raises significant transportation questions," the Secretary noted.

"Compared to gas and oil, coal is cumbersome to transport and to store in the massive quantities needed by industries and utilities. Coal transportation systems therefore must not only have substantial capacities, but also be rugged and reliable as well," the Secretary said.

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"My coal transportation task force is studying these concerns. This study will soon be completed and I will report its findings and make recommendations to the President, and if legislation is needed, we will make our proposals to Congress early in the next session," Secretary Adams said.

To transport the expected increased coal production from mine to market in the future will require the combined efforts of railroads, waterways, highways and possibly slurry pipelines, Secretary Adams said.

"The nation's railroads clearly will have the central role in determining our ability to achieve the President's goal of increasing coal production by 400 million tons a year by 1985," he said.

Last year, the railroads moved 427 million tons of coal, their largest single freight commodity, representing 29 percent of their total freight tonnage.

Much of the nation's coal moves by water. At present this amounts to just over 10 percent, but it is expected to increase. "However," the Secretary said, "virtually all segments of the inland waterway system have sufficient capacity to handle increased coal traffic. I advocate the necessary funding be made available to see that this capacity continues to be sufficient in the future."

In many areas of the coal producing sections of the nation, trucks are the most frequently used method of transporting the coal from the mine, generally to a rail terminal. "In this connection, we are looking into the feasibility of centralized coal preparation and storage facilities to serve small mine operators in Appalachia," the Secretary said.

"We believe that modern facilities for the blending and preparation of coal for utility customers will foster a better coordinated truck-rail intermodal service, combining the feasibility of truck service from the mines with the economies of unit train loading and delivery."

Regarding slurry pipelines, Secretary Adams cautioned that "the construction of slurry pipelines requires the commitment of significant financial and natural resources -- an estimated 500 to 750 million dollars per pipeline plus the necessary rights-of-way. Any decision to move forward with those pipelines must not be taken lightly. I believe that slurry lines would only be logical in areas where existing transportation services may be insufficient."

The members of the coal transportation task force include: Chairman Chester C. Davenport, Assistant Secretary for Policy, Plans and International Affairs; Terrence L. Bracy, Assistant Secretary for Congressional and Intergovernmental Affairs; Martin Convisser, Acting Assistant Secretary for Environment, Safety and Consumer Affairs; Admiral Owen Siler, Commandant of the U.S. Coast Guard; William M. Cox, Federal Highway Administrator; John Sullivan, Federal Railroad Administrator; and Woodruff Price, Special Assistant to the Secretary.

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For more information, contact: Jerry Clingerman  
Office of Public Affairs  
202/426-4321

# U. S. Department of Transportation news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
July 26, 1977

DOT 85-77  
Tel. 202-426-1587

The Department of Transportation named today 10 more Coast Guard enlisted women who will be among the first women ever assigned to sea duty aboard an armed U.S. military vessel.

With the 14 women announced last month by Secretary of Transportation Brock Adams, this completes the roster of Coast Guard women who will go to sea this fall.

The 10 women assigned to sea duty today, along with two women officers previously named, will report on Oct. 26 to the 378-foot Coast Guard Cutter Gallatin, which is based at Governors Island, N.Y., and patrols the North Atlantic.

The other 12, also two officers and 10 enlistees, are scheduled to go to sea on Oct. 3 with the Cutter Morgenthau in San Francisco. Cutters normally carry a crew of about 15 officers and 137 enlisted personnel.

Secretary Adams, whose department has jurisdiction over the Coast Guard in peacetime, gave the service permission in May to assign women to sea duty. He said it would give the women an opportunity to broaden their background and experience and would allow the Coast Guard to draw on the talents of many qualified women previously prevented from going to sea.

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The Coast Guard already has integrated women into a wide variety of its missions and programs. After the experience gained with this first sea duty program, Coast Guard officials expect to extend the program to other cutters.

The Coast Guard had asked for women volunteers to enter its sea-duty program.

Under current law, women in the Navy may not be assigned to duty on U.S. Navy vessels other than hospital ships and transports.

In times of national emergency, when the Coast Guard becomes part of the Navy, its women would not be permitted to serve on Coast Guard vessels and would be replaced with male personnel.

The women will be taking part in the Coast Guard's mission that includes enforcing U.S. laws and international treaties, protection of American fishermen and U.S. fishing rights, saving lives, battling pollution, making the waterways safe, gathering oceanographic data and maintaining military readiness to operate with the Navy in national emergencies.

The 10 enlisted women assigned to duty aboard the Gallatin are:

Electronic Technician Second Class Lauren D. Cantatore, 23, is a graduate of Oakmont High School in Roseville, Calif., and attended Sierra Community College in Rocklin, Calif. Her husband, Michael, is a corpsman second class in the Coast Guard. Her parents are Mr. and Mrs. Ralph Stagg of Roseville.

Radioman Second Class Janice K. Shawdah, 21, the daughter of Mrs. Barbara E. Walker of Oklahoma City, Okla., was graduated from Crooked Oak High School there. She has been in the Coast Guard for three years and is currently stationed at the Coast Guard base in Mobile, Ala.

Storekeeper Second Class Rebecca G. Burright, 22, who has served in the Coast Guard for 3 1/2 years and is extending her enlistment for six months to go to sea, is a graduate of Palmer High School in Colorado Springs, Colo., where her parents, Mr. and Mrs. Howard M. Burright, live.

Boatswain's Mate Third Class Debra K. Skinner, 19, who has been in the Coast Guard for two years, is a search and rescue boat coxswain at the Coast Guard base in Sault St. Marie, Mich. She also has worked in traffic control on the St. Mary's River there. Her mother is Ruth Badley of Chouteau, Okla.

Corpsman Third Class Deborah K. Cummings, 27, whose father is a retired Coast Guard captain now living in the Philippines, was graduated from Curtis High School in Staten Island, N.Y. and attended Texas Women's University in Denton. She has a son, Erik Michael, who is 6. Her parents, Capt. and Mrs. Dono W. Moore, live in Davao City, Mindanao, the Philippines.

Radioman Third Class Victoria L. Robillard, 21, the first Coast Guard woman ever stationed in Guam, is now at Coast Guard headquarters in Washington, D.C. She is a graduate of Woodlawn Senior High School in Baltimore where her parents, Mr. and Mrs. E. C. Robillard, live.

Yeoman Third Class Mary F. Kelly, 22 who has served in the Coast Guard for two years, is stationed at its Washington headquarters. She was graduated from Pioneer Central High School in Yorkshire, N.Y. and her parents are Mr. and Mrs. Albert Bigelow of Chaffee, N.Y.

Seaman Apprentice Deborah A. Collins, 21, does law enforcement patrols in Ft. Smith, Ark. She has served on a small boat crew at the Coast Guard station in Gloucester, Mass. Collins attended Stetson University in Deland, Fla., majoring in fine arts. Her parents are Mr. and Mrs. Grover M. Collins of Miami.

Seaman Apprentice Kathleen A. Hughes, 21, is one of the 12 children of Mrs. Gloria Hughes of Newport, Ky. and a graduate of Newport High School.

Seaman Apprentice Annette Clark, 20, whose mother is Francine E. Clark of Atlanta, was graduated from Samuel Howard Archer High School there and studied fashion design at Atlanta Area Tech. She joined the Coast Guard four months ago and completed boot camp at the Coast Guard Training Center in Cape May, N.J.

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# U. S. Department of Transportation

# news:



Office of Public Affairs

Washington, D.C. 20590

FOR RELEASE TUESDAY  
July 26, 1977

DOT 86-77  
Tel. 202-426-4321

Significant improvements in the compensation system for persons involved in accidents aboard international air carriers would result from ratification of two amendments to the 1929 Warsaw Convention on international air transportation, the Department of Transportation's General Counsel said today.

Testifying before the Senate Foreign Relations Committee, DOT General Counsel Linda Heller Kamm urged ratification of the amendments, the Montreal Protocols 3 and 4.

"Ratification of the Montreal Protocols will permit the United States to enter into widely-accepted treaty relationships in the passenger and cargo areas which will meet the needs of our citizens and our air carrier industry," Kamm said.

She said the Warsaw agreement from its beginning has been based upon a uniform system of law that assures all parties concerned the same legal rights and obligations regarding air transportation losses, no matter where they occur in the world. But, she added, "The 1929 Warsaw Convention is antiquated and needs to be updated in order to assure fair and equitable treatment of passengers and shippers."

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If ratified, the protocols would provide a maximum recovery of approximately \$315,000, plus unlimited medical expenses for passengers, or their estates for losses resulting from air accidents anywhere in the world.

"This will fully compensate the great majority of victims in the future," Kamm said. "Moreover, by making the carrier strictly liable, compensation will be made much more promptly. The victim or his estate will no longer be faced with the choice of accepting a settlement which would be unfair and inadequate or resorting to protracted and expensive litigation to recover further from a carrier.

"With the Montreal Protocols we will have what is actually a no-fault system, and maximum recoveries will be obtainable without having to litigate the question of carrier negligence."

The protocols also would change recovery figures from Poincare gold francs into Special Drawing Rights (SDR's) of the International Monetary Fund.

"This provides a useful and needed technique for avoiding problems which may arise from the frequently wide variations between fixed and free market rates of gold," Kamm said.

The proposed changes would make the established baggage and cargo system operate faster, more cheaply, more efficiently and with greater protection for shippers by use of modern electronic data processing equipment and techniques. It would eliminate outdated paper work requirements because the new system would impose a standard of strict liability upon the carrier for cargo, as it does in the case of passengers.

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# U. S. Department of Transportation

## news:

Office of Public Affairs

Washington, D.C. 20590



FOR RELEASE THURSDAY  
July 28, 1977

DOT 87-77  
Phone: (202) 426-0881

### ADAMS APPROVES PLANS FOR NORTHEAST RAIL CORRIDOR ELECTRIFICATION

Secretary of Transportation Brock Adams has approved plans for a \$256 million electric power system designed to help revitalize railroad passenger traffic between Boston and Washington, D.C.

The new system will provide the 456-mile Northeast rail corridor with 25 kilovolts, 60 Hertz power and enable trains to run at speeds up to 120 miles-per-hour between the two cities. It will use power drawn directly from commercial lines.

All affected states and local transportation authorities are being consulted on how to make their equipment compatible with the new system. In Connecticut, commuter trains will run at a lower voltage compatible with the system in that state.

Last week Secretary Adams approved the use of concrete ties in the Northeast Corridor.

Both electrification and concrete ties are part of the \$1.75 billion federal program for improving passenger service on the Northeast Corridor by 1981. The program, ordered by Congress as part of the Railroad Revitalization and Regulatory Reform Act of 1976, will reduce traveling time between Boston and New York to 3 hours, 40 minutes and to 2 hours, 40 minutes between Washington and New York.

Amtrak, which operates intercity passenger trains on the corridor, has no electric power north of New Haven, Conn. The electric power system between New Rochelle, New York and Washington is antiquated and transformers must be used to make the power compatible with railroad equipment.

Adams said, "When the new equipment is installed, trains will be able to go directly from Washington to Boston and vice versa without a delay to switch engines in New Haven which must be done now.

"This new system also will release the line from its dependence on oil for power, but instead will use electricity produced with whatever fuel the utilities are using," he continued.

"Additionally," Adams stated, "installation of a new power system south of New York will cost approximately \$100 million less than rebuilding the existing facilities and it will be easier and cheaper to maintain once it is in operation."

A draft Environmental Impact Statement scheduled for distribution this fall will provide affected and interested organizations and individuals with information about the electrification program and other parts of the project. Public hearings will be held later this year and all interested parties will be able to ask questions and comment on the program.

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